

IN CORVALLIS.

LOCAL ESTIMATE OF YAQUINA HARBOR AND THE CONSIDERATION DUE IT.

One bid for Completing the Improvement was but a Fourth of What the Harbor Saves Western Oregon in Freight Rates in one Year.

If the meeting at Newport yesterday of citizens and government engineers is not political floundering, but a sincere purpose to secure government aid for further improvement of the harbor, it is of utmost importance to Western Oregon. After a similar meeting four years ago, an engineers board submitted a report advising against further improvement on the ground that the present commerce of the harbor does not justify. The fact of its lack of commerce is not a justifiable reason for congress to withhold aid. That reason is mere political jugglery, accepted generally as a fact, because it has to be swallowed without question. When the United States government got hold of the Philippines, it held to the Islands, not because of present commerce, but because politicians said "it would help trade." Trade follows the flag," they urged, and the Islands are held at an enormous cost, on a basis, not of present, but of future commerce.

THE COMMERCE BUGABOO.

When citizens or boards of engineers mouth the argument that Yaquina should not be improved because its present commerce is meagre they fail to grasp the influence that harbor exerts on freight rates of Western Oregon. They place the harbor at an undue disadvantage. The harbor, its importance, and its present influence on traffic rates, if weighed by the fact of what commerce it now has, is wholly misunderstood, and inasmuch prevented from receiving what is its just consideration. It is a fact that the very presence of the harbor as it now stands, an incompleteness, a harbor with but part of the depth of water that is believed to be possible to its entrance, is a restraining influence for preventing a system of freight rates that would be far above what they now are.

Before the Yaquina route went into operation, the freight rate on wheat by Willamette river and ocean to San Francisco, was \$7 and \$8 per ton. The figures are capable of confirmation from records of the steamboat company at Corvallis. The very day that the line via Yaquina Bay to San Francisco was opened, the rate dropped to \$3.50 per ton. The rate either by rail or by Willamette river, and the Pacific ocean to San Francisco from Corvallis is now \$4.50 per ton. What made this reduction from the old figures of \$7 and \$8 to \$4.50 per ton? There were then more steamer lines on the Pacific between Portland and San Francisco and more steamboats on the Willamette than now, and there were then as many railroad lines overland to San Francisco as now. There was not even then the organization among transportation lines to keep up freight rates that there is now, yet our farmers pay but \$4.50 per ton when they formerly paid \$7 and \$8 per ton. The question then becomes, is it not the Yaquina harbor that compels these lower rates? That harbor, even in its present form, presents the transportation lines a certainty that if freight rates are made exorbitant steamers will be put in connection with the railroad at Yaquina, and a competing line at once go into operation forcing even a lower freight rate on wheat, flour and all other products, than those now existing.

KEEPS FREIGHTS DOWN.

Thus measured, while incompleteness Yaquina Bay, does not present a formidable array of shipping and a vast ebb and flow of commerce, its readiness at all times to become the route and means for competitive service is an influence and the only influence that deters transportation companies from exacting rates much higher than those now in vogue. On account of this peculiar condition, a condition that arises out of the geographical location of the harbor, of the fact that a railroad connects it with the very center of the state, the only railroad of the kind in all Oregon south of the state's northernmost line—all this places Yaquina Bay in a category of its own, wherein the present commerce of the harbor in no sense measures or determines the harbor's usefulness or importance. The truth is, that if

the railroad to Yaquina Bay should be destroyed, and the government's works at the entrance of the harbor be removed reducing the entrance to its original condition, there is no doubt that freight rates on all products would return to the former and higher level, or at least to figures much above the present tariffs.

SAVES TWO MILLIONS A YEAR.

In Western Oregon alone, all of which the Yaquina route is by reason of river and rail connections with the Yaquina railroad able to serve completely, the annual export of products is about \$30,000,000. Taking wheat as a basis, because in the case of wheat the freight advance would probably be the least, an advance of \$1 per ton would make a difference to the grower of three cents per bushel, which at present prices would be four per cent. The increase would cost the people of the thirteen counties on their exports \$1,200,000 per year, and on their \$18,000,000 of imports \$720,000,000 per year making a difference of two millions in round numbers. Thus, without a ship to sail in over its entrance the very existence of the railroad link that connects Yaquina with the heart of Western Oregon, wherein reside two-thirds of the whole population of the state saves millions to the people annually, and places Yaquina in a situation not to be measured in importance by the extent of its commerce. The amounts that the government has at various times appropriated has been returned to the people in reduced freight rates a hundred fold since the work begun. If an incompleteness harbor presents these considerations, of what inestimable value would be the effect of three, four or six feet more of water on the entrance, admitting ships of heavier burden sailing to foreign ports. Bids for the completed project at Yaquina were once submitted in response to the request of government engineers, and the total proposed cost is understood to have been but about 25 per cent of the estimated saving the harbor makes for the people of Western Oregon in a single year. Accordingly, in all good faith, it would seem that it might be claimed for Yaquina that, whether or not the project should be completed resolves itself, not into a question of present commerce, but into the technical one of whether or not a greater depth of water is possible, a matter to be determined solely by engineering skill.

St. Paul, Sept. 14.—One of the heaviest rain storms in recent years raged in St. Paul and generally throughout the state last night, the official rainfall in this city being five inches for the 12 hours between 7 P. M. and 7 A. M. Many basements are flooded and street-car service was much impeded by sand washing on the track.

In some parts of this state it is impossible to move threshing machines or haul grain. The result will be that many acres of grain and flax in shock will be damaged if not wholly ruined. Nearly all the railroads entering St. Paul report more or less damage.

San Francisco, Sept. 12.—A fire which started at midnight has destroyed a section of the Southern Pacific Company's freight warehouse on Townsend street and burned a score of freight cars. The loss is not less than \$150,000.

The portion of the warehouses consumed extended from Fifth street to Sixth and contained a large quantity of freight received from or consigned to Eastern points. The cars were standing on the track close to the building. Some were empty but others were packed with California products ready for shipment east over the Southern Pacific route.

Denver, Sept. 12.—One of the heaviest storms of the year prevailed last night throughout the state. The snow lies deep on the Continental divide, and elsewhere in the mountains. The rainfall in some parts of Colorado amounted to an inch or more. In the valleys the weather is unusually cold for the season and much garden truck has been killed.

His Life Saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy.

"B. L. Byer, a well known cooper of this town says he believes Chamberlain's colic, cholera and diarrhoea remedy saved his life last summer. He had been sick for a month with what the doctors called bilious dysentery, and could get nothing to do him any good until he tried this remedy. It gave him immediate relief," says R. T. Little merchant, Hancock, Md. For sale by, Graham & Wortham.

For Duches trousers, see Nolan & Callahan.

IN HIS HEARSE.

A RETIRED UNDERTAKER SPENDS EVERY NIGHT IN IT.

It Earned Him \$50,000—With It He Smuggled Fugitives Out of Country in Civil War—Sweeping Changes in the White House.

Geneva, N. Y., Sept. 5.—Josiah Bilsboro, an aged and retired undertaker, sleeps in an old hearse which, years ago, he used in his business. The old man lives alone in a barn on his premises and rents his farm and dwelling out. For fifteen years he has slept in the hearse. The latter is an antiquated affair containing the old-fashioned oval glass windows and doors and the usual lugubrious trimmings and draperies.

Newcastle was an undertaker during the civil war and conducted what was known as the "underground railway." He was paid fabulous sums to get Union wounded soldiers—and in fact any one else who was willing to pay the price for transit—over into Canada in those troublesome times. The hearse still contains the tell-tale "air-holes," which afforded the supposed corpse air. In the hearse was a rough box ingeniously made with holes to admit enough oxygen to let the "corpse" breathe.

The hearse, box and the faithful team of jet blacks owned by Newcastle at that time, combined with the undertaker's natural stock of craft and diplomacy, secured the exit to Canada for several hundred dollars and others inclined that way. The hearse brought in Newcastle more than \$50,000.

He was twice married. His last wife died 25 years ago, when the old man decided to spend the rest of his days in the barn and in his hearse. The latter is cleaned every day and the brass rails kept shiny. The equipment of the hearse consists of a hair mattress, two quilts, a canary bird and an old lantern. Newcastle cheerfully shows the hearse to all persons with good intent. He has requested that at his death the hearse and his body be cremated together. He has one brother living in Michigan who will carry out this request of his eccentric undertaker brother.

Washington, Sept. 5.—Changes at the White House to which the President and Mrs. Roosevelt gave their sanction before leaving for Oyster Bay have all been completed and nothing remains but a few final touches. While Sept. 26th was finally announced as the time for the president's departure from Oyster Bay, the message from Lord Roberts postponing his visit to America, for which it is probable the president was hastening to Washington, may give them some of the fall days at Sagamore Hill. Mr. Roosevelt, however, almost daily sends some instructions to the White House.

There is scarcely in or outside of the White House now anything to remind the American people of its former appearance but the four walls and the fence about the yard. The broad drive on the north front of the grounds is some feet narrower than it was, and of graceful curve. It is smooth and well beaten down, with a narrow strip of green between it and the sidewalk. When congress opens next month senators and representatives, with members of the cabinet and other fortunate individuals, may hereafter drive down a gently-sloping avenue with milk wagons, bread wagons and other market men, and step from their carriages into the White House offices without so much as a passing stranger gazing upon them. Formerly, visitors to afternoon receptions and tourists inspecting the place were as likely to run into the market man with his great baskets of provisions, or the milk man with his ten gallons of milk a day for the executive family, as into an ambassador's or Senator's wife. Now the market men will drive down the senatorial driveway, turn before the president's offices and, passing along before the left wing, reach the kitchen. The steps ordered to be put in by the president, at the northeast corner of the White House, permitting visitors to enter the residence without having to go outside the grounds, are now ready for the iron railing.

The geometrically-shaped flower beds, which once cut the beautifully sloping, south-front lawn into a checker-board effect, have given way to a fine setting of grass, and except for the much-talked-of colonial flower garden at either side of the winding stair to the south-front balcony and the hedge of fine old roses, there is absolutely no floral display.

The basement hallway once oc-

cupied by the lone wives of former presidents, has been treated to an array of suits of statesmen on red velvet pedestals. Among them are Millard Fillmore, John Bright (the English statesman), Martin Van Buren, John Jay and Americo Vespucci.

Niagara Falls, N. Y., Sept. 12.—Chief of Police Maloney, of this city, tonight made an attempt on the life of W. H. Davey, a well-known business man, who is locked up on a charge of attempted assault on a number of girls between 8 and 13 years of age. Tonight Chief Maloney learned that an attempt had been made by the man to assault his own daughter. Maloney had Davey brought from his cell, and when his daughter identified him, Maloney drew his revolver and endeavored to shoot him down. A police sergeant disarmed the chief.

This afternoon Judge Horn fixed Davey's bail at \$5,000. "But I would advise you, Davey, to waive examination and go straight to jail," said the court. "The police cannot be responsible for your personal safety if you remain at large. I would not be surprised if you were shot by the parents of some of these children if you continue to walk the streets."

Wardner, Idaho, Sept. 12.—D. H. Holdman attempted to assault a 12-year old girl here yesterday. Holdman is a man 65 years of age, and a heavy real estate holder. The girl is a member of the Minlo family, traveling clairvoyants. Holdman enticed her to his tailoring shop, where the attempt was made. The child's cries aroused the curiosity of a neighboring barber, who, accompanied by his wife, broke into the room.

The Minlos immediately obtained a warrant for the man's arrest, but before the officers arrived he had made his escape to the woods. The authorities are following in his wake and will possibly overtake him tomorrow. It is feared that the fugitive may commit suicide. Many people think Holdman is partly insane.

Dr. Darrin Talks on Deafness.

It is from the throat that the citadel of the hearing is taken.

The mucous membrane lining of the throat lines also the passages to the ears—the Eustachian tubes. When disease sets up in the throat it is likely to extend into the Eustachian tubes.

The same conditions that cause swelling or inflammation, or the secretion of thick and heavy mucus in the throat cause the same effect in the ear tubes.

Pharyngitis, Laryngitis, Rhinitis, Tonsillitis, Bronchitis and all the many diseases affecting the membrane of the throat may result in deafness or discharging ears. Scarlet fever, diphtheria, typhoid fever, produce inflammation of the throat, which often extends to the ear tubes and causes deafness.

It is necessary to use an entirely different treatment; one that will reach the seat of the inflammation in the ear tubes themselves and that can be done by electricity.

Head noises either indicate a condition of impaired hearing or that the hearing is going to fail.

Whenever the treatment has gained an influence over head noises, it is a certain sign that restoration of hearing will soon take place. Nearly every case of deafness caused by disease in the Eustachian tubes can be cured by the proper use of electricity and medicines if skillfully applied.

MISS CREDDICK'S GOOD LUCK.

To the Editor: It is with genuine satisfaction that I give my name in praise of Dr. Darrin's skill in curing me of a most remarkable affliction. For years I was troubled with discharging ears. Thanks to the doctor I am well again. I am now stopping at Hotel Revere, Albany. I reside in Lebanon, Oregon, where my family resides. Refer to me at either place.

MISS G. D. REDDICK.

DR. DARRIN'S PLACE OF BUSINESS.

Dr. Darrin is located at the Revere Hotel until Dec. 1st, and will give free examination to all, 10 to 5 or 7 to 8 daily. The poor free and those able to pay at the rate of \$5 a week or in that proportion of time as the case may require. All curable chronic diseases of men and women a specialty.

No case published except by permission of the patient. All business relations with Dr. Darrin strictly confidential. Electrical appliance furnished. One visit is desirable, though many cases can be treated by home treatment by writing symptoms. Those wishing treatment will do well to call soon as many require second treatment.

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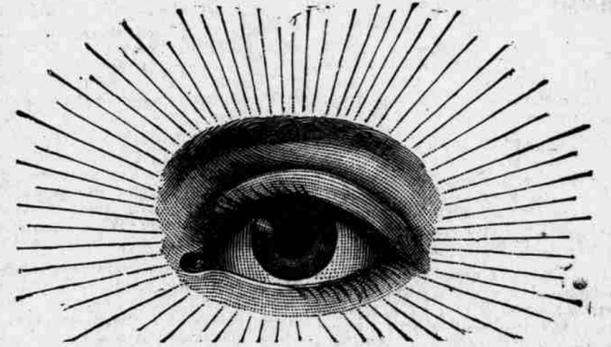
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Or if you are having trouble with your glasses, and have tried all the so-called traveling opticians without success, come and see me, get a fit that's guaranteed and by one who will always be on hand to make good his guarantee.

E. W. S. PRATT

THE JEWELER AND OPTICIAN.

For Sale. A neat comfortable 5 room house with one lot and a third of ground three blocks from college. Call on or address W. C. Shriver, Corvallis.

For Rent. Furnished rooms, second door north of M. E. church South. Mrs. E. L. Fitch.

For Sale. At a bargain; 200 feet of picket fence. Apply to Mrs. Sarah E. Moore, corner Third & Jackson.

Good Lots for Sale Cheap. Expecting to leave Corvallis soon I have some good, well located lots for sale cheap. N. B. Avery.

Wanted. Wood. Inquire at TIMES office.

L. G. ALTMAN, M. D.

Homeopathist Office cor 3rd and Monroe sts. Residence cor 3rd and Harrison sts. Hours 10 to 12 A. M. 2 to 4 and 7 to 8 P. M. Sundays 9 to 10 A. M. Phone residence 315.

G. R. FARRA, Physician & Surgeon.

Office up stairs back of Graham & Wells' drug store. Residence on the corner of Madison and Seventh. Telephone at residence, 104. All calls attended promptly.

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Notice of Final Settlement.

Notice is hereby given that the undersigned administrator of the estate of Kinman Vanderpool deceased, has filed in the County Court of Benton County, State of Oregon his final account as such administrator of said estate, and that Saturday September the 12th at the hour of 2 o'clock P. M. has been fixed by said court as the time for hearing objections to said report, and the settlement thereof.

VIRGIL A. CARTER, Administrator of the Estate of Kinman Vanderpool, Deceased.

Notice of Final Settlement.

Notice is hereby given that the undersigned executor of the estate of G. G. Vanderpool deceased, has filed in the County Court of Benton County, State of Oregon his final account as such executor of said estate, and that Saturday the 12th day of September at the hour of 2 o'clock P. M. has been fixed by the court as the time for hearing objections to said account and the settlement thereof.

DAVID VANDERPOOL, Executor of the Estate of G. G. Vanderpool, Deceased.

CORVALLIS & EASTERN RAILROAD.

Time Card Number 22.

2 For Yaquina: Train leaves Albany 12:45 p. m. " Corvallis 1:50 p. m. " arrives Yaquina 5:35 p. m.

1 Returning: Leaves Yaquina 7:30 a. m. Leaves Corvallis 11:30 a. m. Arrives Albany 12:15 p. m.

3 For Detroit: Leaves Albany 7:00 a. m. Arrives Detroit 12:20 p. m.

4 from Detroit: Leaves Detroit 1:00 p. m. Arrives Albany 5:55 p. m.

Train No. 1 arrives in Albany in time to connect with S P south bound train, as well as giving two or three hours in Albany before departure of S P north bound train.

Train No 2 connects with the S P trains at Corvallis and Albany giving direct service to Newport and adjacent beaches.

Train 3 for Detroit, Breitenbush and other mountain resorts leaves Albany at 7:00 a. m., reaching Detroit at noon, giving ample time to reach the Springs the same day.

For further information apply to EDWIN STONE, Manager.

H. H. Cronise, Agent Corvallis. Thos. Cockrell, Agent Albany.